

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: aa4rm%amos@mathcs.emory.edu (AA4RM's)  
Subject: 1937 RCA VHF  
Message-ID: <9608031312.AA06186@amos>

I just turned up a 7' tall RCA thing called, I think, a MI-4311 250w  
30-40 mcs transmitter. I uses 2 813s driven by a long sequence  
of 807s. AM modulator is 2 805s.

One 813 has a 'painted' RCA logo on the side & I get that. I think the  
rig was used 30 years ago on 6m but can't be sure.

Anyone out there have a guess on it's former comm'l application. Or has  
anyone juse seen one?

Any trade ideas in BA land? Be careful, we're talking 300 lbs plus here!

Tks,

Marty

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: Steve Ellington <n4lq@iglou.com>  
Subject: 1:30AM & IN LOVE  
Message-ID: <Pine.GS0.3.93.960803012225.2686A-100000@iglou>

I just got back from a 14 hour drive to pick up a 75A-4 and 32V-3. It's  
1:30 AM and I'm setting here savoring each static crash on this thing. Is  
this dedication or insanity?

Need manual copies for each plus cw and 1.8kc filters for the A4. Any  
suggestions?

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: JOHN\_SEHRING.parti@ecunet.org  
Subject: 350 HZ VARIAC AT 60 HZ  
Message-ID: <9608031315.aa13748@pcusa01.ecunet.org>

Don't you have to worry about the inductance of the 'primary' winding at 60  
Hz so it doesn't draw too much no-load current?

-John Sehring (08/03/96 9:55 am MT @Baker, Montana) UCC wb2eqg

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: bill@skeeter.frco.com (William Hawkins)  
Subject: Re: 350 HZ VARIAC AT 60 HZ  
Message-ID: <9608031806.AA04778@skeeter.frco.com>

>Don't you have to worry about the inductance of the 'primary' winding at 60  
>Hz so it doesn't draw too much no-load current?

Well, yes, but that's not what's gonna smoke it. The real problem is saturation of the magnetic core material. The core raises inductance by concentrating the magnetic field, but it can't do that indefinitely. For any coil with a core, you can only apply voltage across the coil for a certain amount of time before the field builds up to saturation. After that, the inductance drops, and the applied voltage sees only the resistance of the winding. Transformers are designed to have an inductive reactance that is much larger than the winding resistance - at the design frequency (minimum). This reduces heat and improves regulation.

Anyway, for a given amount of core material and winding turns, you can find the product of voltage times time ( $V \times T$ ) that will saturate the core. Since frequency is  $1/\text{time}$ , that's also  $V/f$ . You must stay under that number to avoid smoke (unless you are designing saturating switching transformers).

For the 400 cycle variac,  $V/f$  equals  $120/360$  or  $1/3$ . You have to add more turns or more core material to raise that ceiling. Since that's not gonna happen, you are left with a 20 volt/ 60 cycle Variac (give or take General Radio's safety factor). The current rating doesn't change.

Bill Hawkins [thinking about a new Hawkins Electrical Guide]  
[no, I don't think I'm related to the original]

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: w7ni@teleport.com (Stan Griffiths)  
Subject: Re: 350hz Variac at 60hz  
Message-ID: <199608022345.QAA00184@desiree.teleport.com>

>I have a nice 6-amp at 350hz, 120vac variac that I would like  
>to use at 60hz. I assume it will work, but at a lower current  
>rating. The immediate need is to control the primary of my high  
>voltage transformer 120v-to-3500v @ 250ma. This supply will power  
>a CW only transmitter which would put a highly intermittent load

>on the entire power supply. Can this work, or will the variac  
>start smoking just beacuse it sees 60hz, regardless of the current  
>load?  
>Thanks  
>Dennis W5FRS

For a test, you can plug your 350 Hz Variac into another Variac at 60 Hz and run it up slowly. Usually something like a Variac rated for 350 Hz means that the core will saturate at lower frequencies like 60 Hz. It MAY draw excessive current without ANY load on it when plugged into a 60 Hz source. You can measure it and see.

I have gone the other way by running a 60 Hz pole transformer from a 400 Hz gasoline generator. It works, but the transformer laminations make a loud 400 Hz "singing" noise when power is drawn from it.

STan w7ni@teleport.com

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: n5off@w5ddl.aara.org  
Subject: 390A zero adj/audio cut out  
Message-ID: <431612@w5ddl.aara.org>

I believe you'll need to drop the front panel and check for loose connections near the RF gain pot.

In any case, there is not supposed to be any relation between zero adj and audio. If there is, you have a loose connection (in the radio, that is).

Fair should supply you with slugs if you bought "checked" and have some broken slugs.

73

tom

Reply to:  
packet n5off@k5arh.#lft.la.usa.noam  
Email (home) n5off%w5ddl.aara.org@usl.edu  
Lafayette, LA  
office 318-989-3430  
home 318-984-2561

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996

From: K1EL@aol.com  
Subject: 6T9 Transmitter  
Message-ID: <960803094147\_170872304@emout19.mail.aol.com>

Well I have my 6T9 and all the parts to build my one tube transmitter as described in the 1973 ARRL Handbook. I recall someone mentioning a variant of this that included an AM phone modulator. Would anyone be willing to send me a copy of that article ? I will gladly pay copy and postage charge.

Now... where did I put my chassis punches !?!?

Thanks, Steve K1EL

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: JOHN\_SEHRING.parti@ecunet.org  
Subject: A TRIP DOWN RADIO'S MEMORY LANE  
Message-ID: <9608022200.aa12054@pcusa01.ecunet.org>

I grew up in front a large console radio. I was fascinated by anything with knobs. This means I had to be kept away from gas stove knobs too!

My folks had a Magnavox console radio. The chassis was so deep that it hung vertically from the top of the cabinet; the lid opened upward. It had a 78-rpm (later changed to a 3-speed one) record player too. Looking back, I realize that it must have been a deluxe model.

The chassis had a 3-gang tuning capacitor (tuned RF stage) with its own separate sheet metal enclosure to keep dust out. It had at least two IF stages and two-step variable selectivity controlled by a switch on the treble tone control. Amplified AVC; a set of electrically separate pushbuttons for quick station selection (there was an oscillator trimmer pad hidden under each button); a pair of 6V6's drove a 12 inch electro-dynamic loudspeaker that had a "whizzer cone" for better treble dispersion.

Thinking of the future, it even had a spare audio input (in addition to the phono input) for future developments such as FM, or TV sound. And of course it had a 6E5 "magic" tuning eye; this fascinated me greatly. The set used all 6-volt octal tubes; I can remember some: 6SG7, 6H6, 6J5, 6AC7, pair of 6V6's.

It covered standard broadcast, 1.7 to 5, and 5 to 18 MHz. Had a lovely cabinet too. Sadly, it's gone--it was thrown out about 25 years ago--I would kick myself if I could reach!

It is my impression that this chassis was roughly equivalent to perhaps a National NC-240 but of course without BFO and crystal filter. I think it was purchased sometime just before WWII.

Short wave broadcast signals from all over the world poured in. The radio's installer had thoughtfully strung a 75' long wire as an

antenna and that let this radio really perk.

My recollections begin in the early 50's. I recall things that sounded just like buzz saws. Wasn't RTTY or Soviet jammers I think. Heard a few police transmitters around the 160 m band and of course lots of marine stuff around 2 MHz (we lived in New Jersey, close to the ocean). The marine operator was fun to listen to (just like Ernestine on Laugh-In).

I recall Radio Australia coming in every morning around 8 am on the 19 m band, it being so far away left a deep impression on a young squirt. I liked WWV but it drove my mother nuts!

I remember listening to a local ham on 75-m AM. I located and went to his house. He was a high school senior, I was about 12. He had a Heath AT-1 driven by a home-brew modulator and a Hallicrafters S-76. I was much impressed by the latter's very large S-meter.

I used to listen to another up the street on 20 m. But one day I could understand his signal no more--it was all garbled. Was something wrong with the Magnavox I wondered? Of course you know what happened: This was about the middle 50's and he went to SSB!

There's more to the story however. My parents emigrated from Germany in the 1930's. When WWII started, they weren't yet citizens of the United States. Such people were not allowed to possess short wave radios--verboten! They were interviewed several times by the FBI!

So the local radio repair shop was dispatched to thoroughly deactivate the short wave coverage of this wonderful radio. This would have meant removing the short wave RF, mixer and oscillator coils and associated parts of the radio. It would have been a disaster.

Fortunately, the technician was a family friend. So he deactivated only a cheap table-model AC/DC Emerson radio, which had short-wave coverage, instead. Then, I could have short wave fun after the war (I wasn't born until 1945) and become hooked on radio.

-John Sehring (08/02/96 7:53 pm MT @Baker, Montana) UCC wb2eqg

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996

From: Ray Dennis <rayden@netins.net>

Subject: Re: A TRIP DOWN RADIO'S MEMORY LANE

Message-ID: <3202C41A.3CBD@netins.net>

John,

The buzz saw sounds you heard on the radio were probably RTTY multiplex signals. Using double sideband techniques and multiplexing, several teletype circuits could exist on the same carrier.

Ray Dennis W0DQ

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: Bob Roehrig <broehrig@admin.aurora.edu>  
Subject: Re: A TRIP DOWN RADIO'S MEMORY LANE  
Message-ID: <Pine.ULT.3.95.960803100015.7761B-100000@admin.aurora.edu>

On Fri, 2 Aug 1996 JOHN\_SEHRING.parti@ecunet.org wrote:

> I grew up in front a large console radio. I was fascinated by anything  
> with knobs. This means I had to be kept away from gas stove knobs too!  
> My folks had a Magnavox console radio.

My folks had a G.E. console that I later tore apart (it had quit working and dad couldn't see getting it fixed). I sure wish I had that radio today. I remember listening to all the locals on 160 meters before it died. At least I learned something from messing with it - I had one of those neon testers and found out that the type 80 tube did indeed act as a rectifier!

At least I still have my grandparents Zenith console, which is in good shape. Really sounds good with that 12" speaker. It also has an external audio input. I fed an old Heath FM tuner into it when my grandparents still had it.

Since you brought up the subject of stove knobs - it has always bugged me that while all the electronic controls like volume, RF gain, brightness, contrast, etc.... you turn clockwise to increase, where every gas stove I have seen is backwards - turn counterclockwise to increase the flame!!!!

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI  
CIS: Data / Telecom Aurora University, Aurora, IL

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: "Barry L. Ornitz" <u856010@eastman.com>  
Subject: Antioxidant Paste for Aluminum  
Message-ID: <Pine.ULT.3.91.960802210053.19537C-1000000@dua150.kpt.emn.com>

Rhett George wrote:

> Please be reminded that there is an anti-oxidant jelly available in  
> the electrical supplies area of most hardware stores for improving  
> the connection between Al cable and Cu lugs. I'll check it out for  
> use in Al boatanchor chassis and let you know.

Please do not do this. The paste (NOALOX and others) is basically a suspension of fine zinc particles in an organic binder. It is for aluminum to aluminum connections ONLY where the sharp (and hard) zinc

particles pierce through the aluminum oxide layer to improve electrical connections. The zinc is fairly compatible with the aluminum electrochemically. Adding copper to the connection will cause the aluminum to preferentially corrode in the presence of moisture.

The correct thing to do, as Bobbi Barmore said, is use toothed lockwashers with adequate torque to insure the teeth cut through the aluminum oxide layer and that the fit is essentially air tight. In the long run, this joint will still corrode but not nearly as quickly. In spite of the old practice of running a ground bus through all lugs, I would not recommend this. Any lug not grounded properly is asking for an instability with ground loops.

Evidently the electrical supply houses have been promoting NOALOX and such for copper to aluminum joints but the manufacturers recommendations are for aluminum to aluminum only.

73, Barry L. Ornitz WA4VZQ ornitz@eastman.com

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: Peter Ferrand <petef@sprynet.com>  
Subject: Re: AR-88 Meter Circuit  
Message-ID: <2.2.32.19960803001008.00707a6c@m3.sprynet.com>

At 04:48 PM 8/2/96 -0500, Al Klase wrote:

> Andy Wallace's post on AR-88 meters reminded me of a question I've  
> had for some time. Does anybody have a schematic that shows the meter  
> circuit in an '88? My radio has an original meter, but neither of my  
>

Sure, I've got a couple CR-88 schematics showing the meters - in different locations. As printed on page 25 of the February 1957 CQ, the meter is a 0-200 uH with one side to ground, the other thru a .1 meg to the cold side of the second detector's input transformer.

The other labels the meter as a DB meter and it is connected thru a resistor (don't have the value cross ref) to the cathode of the first IF tube. There's a 4700 cap across the meter - the cold side of the meter goes to ground. Also across the meter is a 100 ohm pot in rehostat connection.

Since my radio (CR-88A) doesn't have a meter :-( I haven't checked into these items too closely.

I hooked a 100 uA meter across the AVC connector in the rear for something approximating an S-Meter.

-Pete

WB2QLL  
petef@sprynet.com

"To grow rich is glorious"  
-Deng Xiaoping

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: JOHN\_SEHRING.parti@ecunet.org  
Subject: AR-88 S-METER CT COMMENTS,RE: HALLICRAFTERS  
Message-ID: <9608031315.aa13762@pcusa01.ecunet.org>

I wouldn't call the Hallicrafters S-meter circuit 'simple minded'!!

It has some great advantages: It can't be pinned (it's a backwards movement--meter mechanical zero is max S-reading); it doesn't require any extra parts (except pot to zero it...& all S-meter cts need one); it's stable, the zero doesn't drift; it's lively, i.e. sensitive; the readout has automatic compression, i.e. spread out for low signal strengths, compressed for highest.

It was used in S-76, SX-96, -100, -111, -122 and who knows what others. It simply monitored the plate (cathode in the SX-122) current of the 1650 KHz 1st IF amp. As this stage is AGC-controlled, you're really measuring the effect of AGC voltage on this tube's plate current.

I don't know why Halli went to a separate S-meter amp tube in the SX-101, -101A, & -115. They still used the backward movement meter. Ads claimed so you see the S-meter move even with AGC off! Yes, there was a s-meter sensitivity calibration control but who could accurately adjust it?--you'd need an accurate source of RF voltage to do it right.

I compared SX-100 (has simplest S-meter circuit) with SX-101A (has S-meter amp tube). On same freq, degrees of S-meter deflection was almost exactly the same although the meter scales on the two radios are somewhat different.

The advantage of the bridge circuit (found for example in practically all VTVM's) is high input impedance and stability of zero. I don't think it was covered under patents in the time frame I'm talking about, 50s and 60s, so that's probably \*not\* the reason Halli didn't use it.

The only rub for homebrew use is need for meter with backward movement. Easy fix: just mount meter upside down. Of course then scale is upside down too, but...

-John Sehring (08/03/96 9:59 am MT @Baker, Montana) UCC wb2eqg



From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: "Jim Berry" <basalop@eskimo.com>  
Subject: ART-13 part needed  
Message-ID: <199608030655.XAA17313@mail.eskimo.com>

Hi BA fans,

I need the shock mounting base for my my ART-13. Anyone out there got one they would like to get rid of, or know where I might find one?

73 Jim K7SLI

\*\*\*

Jim Berry K7SLI. QTH: Marysville, Wa (Near Seattle)  
Email: basalop@eskimo.com FAX: 360-659-1360  
Ham Digital: K7SLI @ K7SLI.#NWWA.WA.USA.NA

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From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: kilgore@dev.tivoli.com (Jeff Kilgore)  
Subject: Austin hamfest  
Message-ID: <9608030311.AA05724@wichita.tivoli.com>

Just got back from the Friday evening portion of the Austin Hamfest. Saw a number of other boatanchorites there. Niel (Wiegand, I think) had a \_very\_nice\_ TMC GPR-90 and a -very-nice RME 70 receiver, and some National stuff as well. I don't know how I got out of there without the GPR-90, but I'll be back tomorrow. I had to save some money for the big day and then make my choices. I did pick up a Heathkit/Daystrom DX-60 for \$40 (needs some cleanup, and some lettering was pasted on), a Drake 2-BQ (not bad condition, should clean up ok) for my 2-B, a free tube tester (I forget the model) from Niel, and a Hickok 752A tube tester (condition unknown, ratty case, but nice panel and meter) for \$15. I got the manual, roll chart, and a supplement for the 752A, but can anyone tell me anything about this unit? Is it any good? I already have a B & K 707, but couldn't resist at \$15.

There were several boatanchors there, but none I would buy the first night. There was an EAC R-390A (I didn't recognize the contract number), but I felt it was overpriced at \$300. A few Hallicrafters, but overpriced for condition, a Hammarlund SP-600, but a non-original wood case, etc. A Collins 75-A3 that looked decent outside, but had some corrosion inside and had been butchered considerably inside and some flaky mods, overpriced I felt at \$300.

73,  
Jeff Kilgore, KC1MK

What a nice turnout! I got there at about 0-dark-0620 and the trading was already hot and heavy with flashlights. Met several BA members--what a privilege! Sold all my stuff (some at cost) except for the NC-125, R-3, and some computer pieces. Spent \$2 for one of them homebrew digital clocks and a MFJ CW filter. Lots of BA stuff--Hallicrafters, Hammurland, National, but slim pickings on Collins. Also the typical rice box stuff. Got to meet Chuck/Mr. Hallicrafters and even sold him a radio for parts. I'll let the other attendees tell you more details.

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*****  
* <<<<<<<<<< T00 many projects, NOT enough time! >>>>>>>>>>>>*  
* ---- Pack Unto Others As You Would Have Them Pack Unto You! <----*  
*                                                                                               *  
* Gary H. Harmon, Jr., K5JWK           gharmon@txdirect.net                                *  
* 6302 Robin Forest                   K5JWK@K3WGF.EL09TN.#SAT.TX.USA.NOAM *  
* San Antonio, TX 78239-3218         (210) 657-1549                                  *  
*****
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BC-221-D Serial 3299  
order no 1621-NY-41 made by Bendix Radio Corp  
tube line up:  
77 Osc, 6A7 crystal osc and mixer, and 76 audio amp  
Note that this has the same tube line up as the  
U.S.Navy LM

I am pretty sure that the BC-221-A was dated 1939. I was almost able to get one, but it slipped through

by fingers.

RA0:

The RA0-1 had only 1 RF stage. The push-pull audio of the NC-100 was dropped and a single audio output tube was used. The NC-100 used a hartly oscillator and I believe the RA0-1 had the same type oscillator circuit

The RA0-2 was the first one to have the out-board RF stage, giving it two RF stages. It still had the National cabinet. The oscillator was a tuned plate with grid feedback winding.

The RA0-6 and RA0-7 had the Navy type cabinet.

I am looking for a BC-189 receiver. This has plug in coils, and precedes the BC-348 or BC-224

Does anyone know Ford's (the canadain surplus store) Web page URL

Phil

dgnova@erols.com

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996

From: integrat@usr.com

Subject: BC-221s & military contracts

Message-ID: <2038D6D0.3000@usr.com>

It is nice to see all of posts with order/contract numbers for military things popping up. Anyway, with the interest in BC-221s, here is what I have in the collection...

BC-221-AE 23897-Phila-43 #2563

made by Philco - Olive drab wood case.

BC-221-B 17930-NY-39 #348 Date 1-14-39

made by Allen B. Cardwell - Black wrinkle metal case.

TS-164/AR 61-DAY-DE-SE #V14664

made by CVE (I do not remember who that is).

I had more, but I stopped buying the \$10.00 "hamfest specials".

And...

Just a reminder that I am ALWAYS looking for more Navy contract data for my database, for just about any bit of equipment. Next time you play with your RAK/RAL, RAO, RBA/RBB/RBC, TCS, etc., take a minute to jot down the ID tag information. I could surely use it!

William Donzelli  
integrat@usr.com

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: don merz <71333.144@CompuServe.COM>  
Subject: BC-611E FS  
Message-ID: <960803205800\_71333.144\_DHB41-3@CompuServe.COM>

FOR SALE

Military BC-611E walkie-talkie. Signal Corps issue with 1944 contract date. Original olive drab powder-coat paint. Nice condition all over though there are a few paint chips and the rubber cover over the PTT switch is cracked. Original canvas starp is excellent. Untested but electrically complete and original. A treasure. \$209

CONTACT: Don Merz, N3RHT: 47 Hazel Drive, Pittsburgh, PA 15228.  
412-234-8819 (weekdays, EST or leave a message anytime).  
Or e-mail at 71333.144@compuserve.com

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
Subject: Cheap HF station ... 4-Sale

Heathkit HW 101 in very good perfectly working cond.  
with Heathkit matching phone patch & hand mike.  
80, 40, 20, 15, 20 meters 150 watts output ...

\$200.00 + shipping

----- Forwarded message ends here -----

\*NOTE\* The message above is a re-post from the newsgroup rec.radio.swap.  
All replies \*must\* go to the person making the post, not me.

Dick Dillman  
WPE2VT N6VS ex-WA2BJK  
<ddillman@igc.apc.org>  
Collector of Heavy Metal:  
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: k7yha@juno.com (richard h. arland)  
Subject: Collins Info  
Message-ID: <19960803.161118.4447.1.k7yha@juno.com>

Gang:

Someone out there in Collins Radio Land sells a small pocket guide to Collins gear and accessories. Does anyone have the name, address or e-mail address of the source of this guide? If so, please provide it to me via private e-mail.

73 es tnx

rich K7YHA

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: Lrware@aol.com  
Subject: Re: Do you drive your BA?  
Message-ID: <960802200912\_251641802@emout10.mail.aol.com>

Yes I do as a matter of fact... :-)  
All of my BA's are either like Hank Van Cleef's:  
"blue collar working equipment." or on the way to that practical status.  
I also used to drive my 1964 1/2 289H0 Mustang, until I had to give up old radios or give up the car. :-(  
Didn't have time to treat all of them right...  
-Larry Ware  
lrware@aol.com

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: "Dick Dillman" <ddillman@igc.apc.org>  
Subject: RE: Do you drive your BA?  
Message-ID: <85268.ddillman@igc.apc.org>

I drive or ride three of 'em, as my signature hints:

1972 Harley FL Police Special in midnight blue with radio officer's lightning bolts in gold leaf on the tank and the original mechanical siren. Flashy, noisy, attracts attention, but ruggedly built, sorta like my R-390A/CV-591A combo, both with gloss black panels.

1964 Volvo 544 with B-18 engine and randomly issued license plate "544-JWS" in slate gray. Capable, restrained, conservative, kinda like my HRO-50T1.

1958 Willys 4WD utility wagon with 8,000lb. PTO winch, five levers sticking up from the floor, gray spray can paint job, now towing a 1947 aluminum Kenskill teardrop trailer. Nothing flashy or pretentious but won't stop for anything. Reminds me of my SP-600s.

Dick Dillman  
WPE2VT N6VS ex-WA2BJK  
<ddillman@igc.apc.org>  
Collector of Heavy Metal:  
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: Nick England <nick@cs.unc.edu>  
Subject: Re: Do you drive your BA?  
Message-ID: <199608031140.HAA09154@altair.cs.unc.edu>

Well this thread doesn't really have anything to do with boatanchors, but the person who would normally tell you that, Jim Lockwood (The Founder of the boatanchors list) has a couple of old Corvettes along with his vintage radio gear. Perhaps it isn't just coincidence that folks associate old cars/old radios.

Nick KD4CPL

67 Corvette, 69 XKE, some other things with wheels

-----

Nick England nick@cs.unc.edu KD4CPL  
<http://www.cs.unc.edu/~nick>

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: "Christopher A. Bowne" <radiobwn@q.continuum.net>  
Subject: RE: Do you drive your BA?  
Message-ID: <199608031332.JAA18330@q.continuum.net>

One of my BAs is a boat - 1964 Sea King 15 Foot Runabout. This is a

relatively early fiberglass boat with automotive style wraparound windshield. Equipped with a 1972 50 HP Johnson, it provides almost as much fun per dollar invested as my ART-13/BC-348/ARC-5 installation! I have often thought of installing my Heath Mobile Twins in the Sea King, just for fun.

Anyone have any ideas on a good RF grounding system for this type of installation? I assume some sort of copper ground plate. Since I use the boat mainly on fresh water, I would be interested in knowing the relative differences in efficiency of such a ground system and antenna performance in fresh vs. salt water.

I "drive" my GRC-9 during the summer from my 1986 Taurus station wagon - it straps "readily to hand" on the middle of the front seat, using the car's middle seat belt. The DY-88 rumbles away in the aft cargo space. I use it with inverted vee dipoles that I hang from "pre-deployed" halyards in trees at the family summer cottage where we keep the Sea King.. After operation, I stow the dipoles in a duffel bag in the car. I've also operated fixed/mobile from many other sites with this setup, using a telescoping 30 foot mast to hang the vees from. Eventually, I'll have a mobile antenna on the Taurus for "on the road" use.

My good friend Dick Burke, KA1ZQR, drives the ultimate BA - a 1944 White M-3 half track equipped with a full rack of GRC-3/GRC-7 radios on the shelf behind the front seat. I have operated my SCR-284 from the rear cargo space, although never while in motion! Dick has several GRC-9s and GRC-19s that someday may find their way into the track.

This is an interesting thread - although I think we should include discussion of BA RADIOS in BA vehicles to keep "on topic" and avoid Jack-attacks!

73,

Chris Bowne, AJ1G  
Stonington, CT  
radiobwn@q.continuum.net  
AMI No. 211 (VT-4C)

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: launerb@crl.com (William H. Launer)  
Subject: RE: Do you drive your BA?  
Message-ID: <v01520d00ae291eed7d73@[192.0.2.1]>

>Anyone have any ideas on a good RF grounding system for this type of  
>installation? I assume some sort of copper ground plate.

Chris,

There is a "Mil-Spec" that defines grounding for boats with "non-conductive" hulls - I think it was originally written for MineSweepers and PT boats. I remember reading it when I worked on the Harpoon Missile program. I don't remember the number, and since I've retired, no longer have direct access to it. I'll cc this to the list - maybe someone can find it for you.

73, Bill

Bill Launer  
St. Charles, MO  
launerb@crl.com  
wb0cld@wb0cld.ampr.org [44.46.66.25]  
qrp-l #279            qrp arc1 #3551  
Grid Square EM48RT

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: wb6zwc@ns.net  
Subject: RE: Do you drive your BA?  
Message-ID: <199608031802.LAA01993@tomcat.ns.net>

A 1967 Mercury Comet wagon with an original mercury radio that still works. This car is believed to be the only one left out the 1500 that were manufactured. "I'll get my money back yet!"

My other transprotation is motorcycle, airplane and my wife's new car!

=====

Wanted 312-B3  
Richard@Sacramento,Ca.

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: Bob Duckworth <rmd@ka4ybr.netmha.com>  
Subject: Re: Do you drive your BA? (fwd)  
Message-ID: <199608021855.0AA00483@ka4ybr.netmha.com>

BAWheels.

AA4RM drives a two tone 56 Merc. Some of you may have seen it at the Atlanta Hamfest boneyard. You'll see him two wheeling on an old Duc too.



My 46 Merc is in the 'round tuit' pile.  
Every good southerner needs a couple of old cars up on blocks in the yard.  
The other piece in the auto pile is a DeLorean (up on blocks too :-)  
If there's an automotive equivalent to the Eico 753, this is it!

-bob  
WB4MNF

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: jmlckwd@mindspring.com (Max Lockwood)  
Subject: RE: Do you drive your BA?<re-directed>  
Message-ID: <199608031401.KAA11230@borg.mindspring.com>

To bring the "driving your BA" back on track.....

About a week before I did the bimonthly QSY to /4 land, I managed to work a fellow in the Los Angeles area who was running an interesting AM setup. As I understood it, his transmitter had only two tubes.....a crystal oscillator (I think) and the power amplifier. He was using a carbon mike (which sounded amazingly good) in what I think he said was "Taylor modulation" (I'm not sure of the name).

So, with two tubes and a carbon mike, my question for the group is, "How'd he do that?"

Oh, and how does this relate to driving your BA? He was operating mobile with this AM rig.

73,

Jim - km600nk

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: Spencer Petri <spetri@e-tex.com>  
Subject: Re: Do you drive your boatanchor?  
Message-ID: <m0umaRI-0002FPC@e-tex.com>

Yes. I still drive a 1966 Ford F100 which I bought new off the lot. Has over 800,000 miles on it. Hope to get my moneys worth.

73 de Pete WA5JCI

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: john <johnmb@mindspring.com>  
Subject: EF Johnson freebie  
Message-ID: <2.2.16.19960803071816.371fd3ac@pop.ral.mindspring.com>

.... the local Johnson sales rep came to call the other day, and left me a small supply of "viking" golf tees. These are stamped with the JOHNSON name, and a Viking logo. If anyone wants one, let me know and they will be available for the cost of an SASE.

He did NOT know what a "Ranger" was, by the way! :-)

/john  
wb5oau/4

```
+-----+
|John Brewer johnmb@mindspring.com      |
|WB50AU/4                               AMI #24      |
|Vintage Gear web page: http://www.mindspring.com/~johnmb/ |
+-----+
```

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: Merv Schweigert <k9fd@htc.net>  
Subject: For Sale  
Message-ID: <9608031940.AA03875@ns.htc.net>

Found these items on local packet cluster for sale, dont call me  
have nil to do with any of them f.y.i. only....

75a3 nice one filter, new dial drum and kc dial. \$400.00  
Bob 612-345-5345 weekdays, 612-345-3600 eves till 9pm.

```
.....
Collins rt-91/arc2 $195
r1051b/urr        $499
RT70/GRC          $50 (with 2 spare parts rigs)
R392/urr          $260
T-195/GRC 19      $185 (spare modules)
TV7-U             $130
TS352/U           $15
URM-25-D          $145
Steve 309-347-3881 or internet starman@mtco.com
.....
```

Valiant                   \$200  
HQ170                   \$125  
Drake 2nt               \$50  
Sky Buddy               offer  
Heath HD-15             \$10  
John KA2EZN 609-358-1285

.....  
Collins winged 75s3b 500hz cw, 32s3, 516f2, 312b4, 3011 \$1800  
Collins Kwm2a, 312b5, 516f2, 3011 \$1800  
Joe Palm City Fla. 561-220-7362  
.....

Collins S line wing "9" 75s3, 32s3, 516f2, Steve 518-899-6261  
.....

Collins kw1 ?? (THINK HE MEANT KWS1) 75a4, 270g, pick up only  
Pete 604-463-4904 BC Canada  
.....

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: W7FG <w7fg@eigen.net>  
Subject: FS: COLLINS 16F TYPE 4  
Message-ID: <199608030528.AAA02065@newton.eigen.net>

Once again I've got my Collins Model 16F type 4 transmitter on the chopping block,  
the previous (Supposed) buyer has disappeared. I'd like to keep the unit,  
but just  
not enough room, and can't afford a larger home just for Radio storage.

#### Model 16F Specifications

//1000 pounds

Auto Tuned (10 - Preset channels) from 1600 KC to 12000 KC

Power output: Power levels have got to be ultra conservative.

300 Watts on AM (Audio Section has a real Compressor)

500 Watts on CW

Tube line up:

Final pair of 813's

Modulators pair of 805's

#### Condition:

Unit is complete - Have not had space or time to fire up. (Would like to)

Interior is Exceptionally clean.

Cabinet would like to visit a Professional Paint shop, but not bad as is.

A couple of the 8 meters have yellowed.

#### History:

The transmitter was completed March 17th, 1941.  
It was used from 1941 until sometime in '50s by the Missouri State Police,  
mainly on 1790 KC for state broadcast, and log (Manual) shows some CW  
activity on it's higher frequencies, plus there are a few crystals still  
in the Oven assembly. I don't recall the frequencies at this time.

Terms of Sale:

Asking \$3,000 (Minimum)  
I will consider partial trade. (Particulars below)  
Pick-up ONLY - Bartlesville, Oklahoma (Near Tulsa)  
Might consider delivery in lower 48 for Expenses Plus  
Down payment of 50% at time of deal being made.  
(I've sat on the unit for 2 months, and buyer disappeared,  
Won't happen again.)

Possible partial trade items I'd like to have, and have room for:  
(Physical Condition must be 9 or higher on the 1 - 10 SCALE.)

Collins: 75A2  
32V-1 => 3  
75A-1  
WRL - Globe Champion 350 (I might consider other items.)  
Hallicrafters; SX-88  
National: NC-400  
Hammarlund: HQ-170AC  
Ryders Manuals: Complete Set in A1 condition.

If interested E-Mail me or call.

E-Mail: w7fg@eigen.net

Phone: 918-333-3754

W7FG Vintage Manuals  
3300 Wayside Drive  
Bartlesville, Oklahoma 74006

Telephone: 918-333-3754  
Orders Only: 800-807-6146

HomePage: <http://eigen.net/w7fg>

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
Subject: FS: >> Collins R-388 General Coverage Receiver

Collins R-388 - \$295

-----

General coverage St. James Gray receiver. Average cosmetics. Works fine - recently aligned. Photocopy of manual. Local Detroit-area pickup only.

Jeff - WB5KZW  
af104@detroit.freenet.org  
(810) 661-0202 evenings  
(810) 649-1363 days

----- Forwarded message ends here -----

\*NOTE\* The message above is a re-post from the newsgroup rec.radio.swap.  
All replies \*must\* go to the person making the post, not me.

Dick Dillman  
WPE2VT N6VS ex-WA2BJK  
<ddillman@igc.apc.org>  
Collector of Heavy Metal:  
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: Terry Gaiser <gaiser@lightspeed.net>  
Subject: FS: Drake TR-4C  
Message-ID: <3203BE50.2D97@bak2.lightspeed.net>

Very nice condition, very clean TR-4C, AC-4, MS-4.  
\$ 300.00 plus shipping.  
Thanks,  
Terry - N6UR  
805-366-2211

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: "Phillip S. Rutledge" <rut@mcrut.mv.com>  
Subject: FS: Heath "Apache"  
Message-ID: <199608031202.IAA15972@bort.mv.net>

Hello BA'ers,

As I'm getting top heavy on radio gear of late, I'm offering up my Heath Apache to the BA "list", prior to other outlets. It's in VERY nice condition both cosmetically and electronically, is unmodified to the best of my knowledge, and puts out full power. It's fully operational and comes with

complete manual.

It's available for \$200.00, customer pickup only in southern N.H. (this thing is heavy!)

If interested, please drop me an e-mail for further details.

73==Phil

```
*****
*   Phil Rutledge--KB1G0-- rut@mcrut.mv.com           *
*****
```

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: Terry Gaiser <gaiser@lightspeed.net>  
Subject: FS: RCA AR-88/LF  
Message-ID: <3203BDCD.5AC4@bak2.lightspeed.net>

This receiver has very nice front pannel...works good.  
No S-Meter. No cabinet.  
\$ 200.00 Pick-up I HOPE.  
Thanks,  
Terry - N6UR  
805-366-2211

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
Subject: FS:NC300 w/VHF & Spkr

I hate to part with it but I need the space. A very nice NC 300 with its accessory VHF converters for 2, 6 and 220 mcs and cabinet. Also has correct NC 300 speaker. The rx could stand minor alignment, but cosmetically it is excellent. The chassis is impeccably clean.

The speaker and converter cabinets have minor scuffs and scratches but they work FB. I will not separate.

I cringe at the thought of shipping this from mid-coast Maine. I'll deliver to Boston or vicinity for \$350.00 or you pick up for \$300.

email me at afpgreg@state.me.us and please cc me at

paulgreg@maine.maine.edu to assure your mail is read over the

weekend. Thanks for your interest.

--Paul, KB1AOC

----- Forwarded message ends here -----

\*NOTE\* The message above is a re-post from the newsgroup rec.radio.swap.  
All replies \*must\* go to the person making the post, not me.

Dick Dillman  
WPE2VT N6VS ex-WA2BJK  
<ddillman@igc.apc.org>  
Collector of Heavy Metal:  
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: "Dick Dillman" <ddillman@igc.apc.org>  
Subject: Fwd: Cheap HF station ... 4-Sale  
Message-ID: <79142.ddillman@igc.apc.org>

----- Forwarded message begins here -----

From: Tony Salvador <tony@gcr1.com >  
Newsgroups: usenet.rec.radio.swap  
From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: "Dick Dillman" <ddillman@igc.apc.org>  
Subject: Fwd: FS: >> Collins R-388 General Coverage Receiver  
Message-ID: <79131.ddillman@igc.apc.org>

----- Forwarded message begins here -----

From: af104@detroit.freenet.org <af104@detroit.freenet.org>  
Newsgroups: usenet.rec.radio.swap  
From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: "Dick Dillman" <ddillman@igc.apc.org>  
Subject: Fwd: FS:NC300 w/VHF & Spkr  
Message-ID: <79137.ddillman@igc.apc.org>

----- Forwarded message begins here -----

From: Paul Gregory <afpgreg@gatekeeper.ddp.state.me.us >  
Newsgroups: usenet.rec.radio.swap  
From: boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: Bob Roehrig <broehrig@admin.aurora.edu>  
Subject: Re: GR 650 O&M?  
Message-ID: <Pine.ULT.3.95.960803095549.7761A-100000@admin.aurora.edu>

On Thu, 1 Aug 1996, Steve Byan wrote:

> >Any one out there have any written mateiral supporting the General Radio  
> >model 650 slopping front RCL impedance bridge? This is a dry  
> >cell battery powered (vibrator/headphone) 1 KC vibrator instrument form  
> >the early 1930s or so. A copy would be fine.  
>  
> I'm also in need of a GR 650 manual, since I followed Barry Ornitz' advice

If you don't run across the 650 manual you folks are looking for, I can provide clean copies.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI  
CIS: Data / Telecom Aurora University, Aurora, IL

From: boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: "Cathy Elizabeth D'Entremont" <cdent@tenet.edu>  
Subject: Re: Lafayette HA-63 info  
Message-ID: <Pine.OSF.3.91.960802213024.9241A-100000@abernathy.tenet.edu>

Oh boy...you've inadvertantly touched the Rosetta Stone on this one, John. <THIS> was my first exposure to radios that glowed in the dark and made mysterious sounds from far away places come to life. Actually, subject item in question was my grandfather's (it set on a shelf in his office above the Monroe, Mark) and was an HA-63A.

Not positive of the differences between the straight -63 and the -A variant (Moore mentions neither and my Lafayette reference material is long gone; anybody got a manual/schematic for an HA-63A?) but the -A featured both ANL and AVC (in name and switch function at least) and did have both an S-meter as well as a "SEND" position on the function switch in between the "REC" and "BFO" positions, so one might assume that it was intended to be functional as a comm rx. You are correct in your assesment that the bandspread is a little bit more than window dressing, realistically a bit too jumpy to be useful on CW and any repeatability of dial settings would be dreaming. But, all in all, probably just about the equivalent of a low-end Hallicrafter's of the day ('65 or so, S-120?) for just generic SWBC band cruising and at least effective enough to get some young kid "hooked" to the point that, thirty years later, any geophysical survey aircraft flying overhead Spring, TX today would register a geomagnetic anaomoly from the



density of iron cores concentrated on Fawnwood Dr. (at least until I can get some of these things moved around, hi!)

..You bring back memories, John.

73, Gerald D'Entremont WA5TVM

cdent@tenet.edu

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996

From: rmorgan@us.edu (Robert Morgan)

Subject: List of books, etc. for sale

Message-ID: <1.5.4.32.19960803221924.006785dc@us.edu>

List 2, August 3, 1996

All items may be returned if not acceptable for any reason. All I ask is that the buyer pay for return shipping. I try to describe significant defects and features, but I'd be happy to answer questions. However, I think the "first offer gets it" policy is the fairest. So, please, understand that if you write for details, I'll be happy to respond, but I WILL accept the first "I'll take it" message. My prices INCLUDE shipping by UPS or post office. Please, no phone calls.

Bob Morgan, K8RBV

1. Radio Communication Receivers, Cornell Drentea, 1962, paperback, \$10.00
2. Servicing Radio Receivers by Means of Resistance Measurement, John F. Rider, 1932, \$12.00
3. Servicing Superheterodynes, 1946, John F. Rider, with dust jacket, \$10.00
4. Everybody's Radio Manual, Popular Science Magazine, 1943, \$10.00
5. CQ DX, CQ magazine, 1947, paperback, \$10.00
6. Surplus Schematics Handbook, Kenneth B. Grayson, 1960, no covers, slight yellowing, \$10.00
7. Original Manual, Gonset G76, model 3338, and power supplies, 3349, 3350, \$12.00
8. Original Manual, Hallicrafters SX-111, \$12.00
9. Original Manual, Hallicrafters SX-117, \$12.00
10. Original Manual, Hammarlund HX-50 Transmitter, \$12.00
11. Original Manual, Hallicrafters S-129, \$10.00
12. Original Manual, Hallicrafters SX-101, \$12.00
13. Original Manual, Hallicrafters HT-32 Mark 1, \$12.00
14. Original Manual, Hammarlund HQ-170, \$12.00
15. Original Manual, Bird Thruline Wattmeter Model 43, \$7.00
16. Original Manual, Bird Series 6100 Termaline Wattmeter, \$7.00
17. Original Manual, Hammarlund SP-600-JX, \$15.00
18. R/9 Magazine, Feb., 1935, holes punched for small notebook, \$6.00
19. Popular Radio Magazine, April, 1923, repaired covers, \$12.00
20. Catalog, Walter Ashe, 1964, \$10.00
21. Catalog, Amateur Electronic Supply, 1978, torn cover, \$7.00

22. Catalog, Amateur Electronic Supply, 1979, \$7.00
23. Catalog, Burstein-Applebee, late 50's???, \$10.00
24. Catalog, World Radio Labs, 1965, \$14.00
25. Catalog, World Radio Labs, 1966, \$12.00
26. ARRL Handbook, 1953, covers loose and worn, \$12.00
27. ARRL Handbook, 1956, \$12.00
28. ARRL Handbook, 1957, \$12.00
29. ARRL Handbook, 1964, \$12.00
30. ARRL Handbook, 1965, \$12.00
31. ARRL Handbook, 1966, \$12.00
32. ARRL Handbook, 1967, \$12.00
33. ARRL Handbook, 1968, \$12.00
34. ARRL Handbook, 1971, \$12.00
35. ARRL Handbook, 1972, \$12.00
36. ARRL Handbook, 1976, \$12.00
37. ARRL Handbook, 1983, \$12.00

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: va3rp@mgl.ca (Rod Pears)  
Subject: Manuals..  
Message-ID: <199608032145.RAA01588@lightning.mgl.ca>

Hi there BA'ers.. Looking for an original or good copy of

- 1/ Heath HR10 Receiver
- 2/ Hallicrafter SR-160 Transceiver

Please E-mail me direct, thanks in advance. 73 Rod

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: w5tvw@juno.com (Sandy Blaize)  
Subject: Re: Marine "grounds" for radios  
Message-ID: <19960803.123448.8087.1.W5TVW@juno.com>

Marine grounds are a problem! I am assuming that the hull is fiberglass?  
They used to laminate a piece of copper screen wire in the laminate itself and use that as a "ground". This usually works quite well. Steer clear of the small porous "patent ground plates". These were popular back in the days of 2 Mhz AM radiotelephones on yachts. Their performance was very mediocre at best!

One trick we used in the past on wood hull boats, was to lay a grid of

2-3" wide copper flashing strips in the bilge, stapled to the wood with copper staple gun. Bostitch makes the small staples and a gun that will easily drive them thru the strip. The strips are soldered where they overlap and a strip brought up to where the radio was to be located.

If you intend using the radio to transmit on only when you are at anchor or just stopped in the water, I'd recommend using a 10-25 foot length of copper braid about 1/2 to 1" wide. fasten a 2-3 oz fishing weight to one end and a 5-10 amp Mueller copper battery clip to the other end. Clip the clip to the ground post and toss the lead over the side. This arrangement was used for shipboard lifeboat transmitters operating on 500, 2182 and 8364 Khz. They worked fair in freshwater and good to excellent in salt water! You could leave the radio end of the ground permanently connected if you want. Having the clip on the end allows you to roll the braid up and stow it easily, and wash it down with fresh water when you come in from a trip out on the water.

It is also a good idea to tie the radio ground bus to the ground bus in your boat. This is generally tied to the engines, prop shafts and rudder post. A word of caution: don't leave your "braid overboard" ground wire in the water for days at a time, at sea or in a berth, unless you have some means of preventing electrolytic corrosion. You are liable to come back and discover that the braid has been eaten away!

Since VHF radios have become popular in pleasure craft, attention to a "ground system" for HF radio gear has been forgotten or ignored. I would strongly recommend that anyone contemplating an HF radio system (marine SSB or amateur) have the manufacturer of the hull lay in a ground screen when the hull is being laid. The internal ground screen or grid does not produce the electrolysis problems that external ones do, and work just about as well.

Hope this has helped!

73

Sandy Blaize, W5TVW

Boat Anchors collected, restored, modified, traded & used!

w5tvw@juno.com

417 Ridgewood Drive,

Metairie, LA., 70001.

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996

From: sbrovas@tir.com (sbrovas)

Subject: National NCXA Spkr Supply

Message-ID: <199608030335.XAA26574@tir.com>

Hi all,

I have a National NCXA Speaker/Supply in cabinet with documentation.  
This is the matching supply for the NCX-3/NXC-5 series. Supply is in very  
good condition. Would like \$55 + shipping.  
Thanks es 73's de Bill, WA1APX  
sbrovas@tir.com

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: Terry Gaiser <gaiser@lightspeed.net>  
Subject: NC-303 / NC-300 HELP PLEASE  
Message-ID: <3203BD10.1A21@bak2.lightspeed.net>

I have what could be a nice NC-303. It suffered damage in shipping to me.  
Anybody know if the plastic calibrated dial drum is the same in both the 303 and  
the 300.

I am looking for someone who may have a parts radio and would sell me one.

Also I will take offers for selling this receiver "as is" if someone is  
interested.

Thanks,

Terry - N6UR

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: "August H. Johnson" <kg7bz@whitemtns.com>  
Subject: New transmitter  
Message-ID: <3203AA49.4CD7@whitemtns.com>

Howdy all,

I'm sitting here looking through the manual for a new (to me)  
transmitter that will be arriving here in a couple weeks. It is an  
AN/SRT-14 used by the Navy. It operates between 300Kcps and 26Mcps and  
the frequency can be set in 10cps steps. The final is a 4-400 modulated  
by a pair of 807's. Yes, I said 807's. The output is 100 watts AM and  
150 watts CW and FSK. With the addition of the OA-685 SRT Booster which  
contains a 3000 volt power supply and a pair of 4-125's for modulator,  
the output rises to 500 watts AM, CW and FSK.

I've put the picture out of the manual at

<http://www.whitemtns.com/~kg7bz/srt14.gif>

and I will replace it with a photo of the real unit when it arrives.

I have the complete manual and the rig is in excellent condition so I shouldn't have that much trouble getting it on the air. Can anyone tell me some more about this transmitter, such as what types of ship(s) it was used on and information about what it was used for?

If anyone is interested, I can keep the list up on the progress I make towards getting this thing operational.

August

--

August Johnson KG7BZ    AMI 733            <http://www.whitemtns.com/~kg7bz>  
P.O. Box 795  
Pinetop, AZ 85935

(520) 367-0592

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: sbrovas@tir.com (sbrovas)  
Subject: Parts:TR-4, T-4XC, R-4B, SPR-4, HQ-170  
Message-ID: <199608030335.XAA26557@tir.com>

Hi All,

I have some parts rigs which might help you get another rig operational. I will be piecing out the parts. If you are in search of items, let me know what you need.

73's de Bill, WA1APX

sbrovas@tir.com

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: Jack Harper <jharper@bs2000.com>  
Subject: Precision Apparatus Electronometer?  
Message-ID: <199608031719.LAA26390@lynx.csn.net>

Greetings Fellow Anchorites...

I have a vacuum tube tester that claims to be something called a

Precision Apparatus Series 920 "Electronometer" (I love that name!)



>from the speaker (and it is pretty loud too), but then I get play in the  
>kilocycle change. What is going on?

The zero adjust is a purely mechanical control. If the audio cuts out it must be shorting something when you operate it. You'll have to do an inspection.

This control is used in conjunction with the on-board 100KHz crystal calibrator or some other frequency reference to adjust the dial to a precise frequency. The normal position for this control is full counter clockwise.

To do a "zero adjustment": set the tuning dial to the nearest 100 KHz point to the frequency you want to work. Set the "FUNCTION" control to "CAL" , the "BFO" to "ON", the "BFO PITCH" to "0", and turn the "ZERO ADJ." full clockwise. This should lock the frequency dial in place. You should be able to zero beat the calibrator with the "play" in the "KILOCYCLE CHANGE" control. Return the "ZERO ADJ." to full CCW and the other controls to the appropriate settings.

Hope this helps,  
Al

Al Klase - N3FRQ  
alklase@prolog.net  
Flemington, NJ

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: John Kolb <jlkolb@cts.com>  
Subject: Re: R390A zero adjust, how is it supposed to work?  
Message-ID: <Pine.SCO.3.91.960802220050.23526A-1000000@sd.cts.com>

On Fri, 2 Aug 1996, Benjamin D. Hall wrote:

> With the zero adjust fully counter clockwise, I get no local audio.  
> (speaker is 8ohms, connected thru a 8 to 600 ohm xformer hooked to local  
> audio pins 6 and 7) When I crank it down clockwise, I get local audio  
> from the speaker (and it is pretty loud too), but then I get play in the

The zero adjust, when locked down, locks the kilicycle digital display counter, while the KCS knob and PTO can still turn, so you would tune the receiver till the dial reads 000 ( or other correct freq) lock down the zero adjust, and continue tuning the KC knob to zero beat,, then unlick the zero adjust.

Sounds like one of the audio wires on the front panel is too close to the

zero adjust mechanical works, and is shorted out when the zero adj.  
is tightened.

73's

John Kolb KK6IL jlkolb@cts.com

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: Lrware@aol.com  
Subject: Strange Sweep Gen. & "What the Heck" dept. (long)  
Message-ID: <960803162409\_252093686@emout16.mail.aol.com>

Good Afternoon firebottle fans,:  
Today for your enjoyment I present:

"The Strange Case of the Mechanically Modulated Sweep Generator"

The usual suspects are involved,  
Larry the "test equipment scrounger" &  
Orlando's own "Radio Relics" antique radio related stuff Emporium.

-Scene 1-

Our mystery opens with Larry once again in Radio Relics looking  
for and at the ever changing collection of stuff the proprietor makes  
his living fixing and selling. The proprietor knowing that Larry can  
be talked into buying almost anything old and strange in the way  
of test equipment when the price is right, has told our central  
character that he has just finished cleaning out another TV repair  
shop, and has lots of old TV repair junk to move out the door.  
Larry, knowing junk even he doesn't want when he sees it, has taken  
a "pass" on 90% of the stuff when he runs across...  
(Pause here for dramatic effect please.)  
A Precision Apparatus Series E-400 Sweep Generator.  
Thinking "This thing has more knobs, connectors, and switches than  
the Tek 545 he called "overpriced" (\$125) just a minute ago." He decides to  
take it home and play with it some. An offer to give the proprietor \$10  
for the ratty looking old thing is accepted so fast Larry figures the  
inside must be made of solid rust.  
(Exit stage right please...)

-Scene 2-

Back in Larry's converted Lab, (The one everybody else calls either  
the garage, or to those who have been inside, "That Junk Hole.")  
Our character has the E-400 apart on one of the workbenches.  
Beneath the painted black exterior Larry has discovered the entire  
chassis and case is made of copper plate. The insides consist of a



power supply and a large copper clad "Tuning box." Inside the E-400 looks brand new. Once within the tuning box we find the central character of our mystery...

(Thought I was never going to get to it, didn't you?)

Main tuning is accomplished in a standard manner with a large variable cap and a switched coil bank. Mounted behind the variable cap on adjustable rubber bushings and standoffs is the darnest thing I've seen in years. It appears to be the magnet from a PM loudspeaker, without the paper cone. Attached to it is a copper disk about 1.5" accross placed just behind the last plate in the main tuning cap. Without a manual and diagrams I can't be sure, but this appears to be the "Sweep Modulator" part of the unit. It appears to work due to capacitive coupling between the main tuning cap. and the copper disk. Moving the disk changes the frequency. This is one weird beast...

Anyone seen this kind of thing before?

Anyone got a manual for this beast?

A copy would be fine. Will gladly pay costs, etc...

Scene 3:

Whilst waiting a reply to my call for help and information, I'm going to change out some very old paper caps, do a little cleanup, get out the isolation transformer and variac and fire this little fella up...

Stay tuned for the conclusion, same BA time, same BA channel... :-)

-Larry Ware

lrware@aol.com

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996

From: berg stephen erik <z931086@corn.cso.niu.edu>

Subject: Re: SUPER-REGENS & FM

Message-ID: <Pine.3.89.9608031226.B6422-01000000@corn.cso.niu.edu>

I have a Popular Electronics magazine with a super-regen fm broadcast tuner. Uses a 6C4 as I recall. I never got around to building it, although I was interested. Electronics Illustrated had a similar unit, sand state, for use as a portable fm receiver. I think it used the input tank circuit as the antenna. I never got that one together either.

73,

Steve WA9JML

z931086@corn.cso.niu.edu

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: "D.D. Todd" <dube3@n-link.com>  
Subject: Re: SX-28 Transceiver???  
Message-ID: <3202DB77.BE3@n-link.com>

Larry Keith wrote:

>  
> n5off@w5ddl.aara.org wrote:  
> >  
>  
> > tried the rig and it has a good sound. I have not tried to transmit on it,  
she  
> > does not have an antenna.  
>  
> Maybe we should lobby for some Boatanchors related questions to be added  
> to the license exams?  
>

I'd settle for questions on the no-code exams on identifying characteristics of  
receivers, transmitters and transceivers, and the differences between them.....

--

73,  
Dube Todd K4DWW dube3@n-link.com

If we had to tolerate in others all that we permit in ourselves, life would  
be completely unbearable.

- Georges Courtelline

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: K1EL@aol.com  
Subject: TNX:Drake R4C Xtal Filters  
Message-ID: <960803093605\_170870429@emout14.mail.aol.com>

Thanks to all who replied with info about Drake filters. The best bet seems  
to be  
International Radio. They have several different 'flavors' in stock at  
reasonable prices.

73 de Steve K1EL

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: JOHN\_SEHRING.parti@ecunet.org

Subject: TR-3 QUESTIONS

Message-ID: <9608031315.aa13737@pcusa01.ecunet.org>

The R-4, -4A, and -4B use a crystal filter in the \*first\* IF (5545 KHz). This xtal filter (4-pole?) is about 6 KHz wide at -3dB. It's \*not\* there for selectivity purposes. It's to keep intermod & crud from reaching the 2nd mixing, down to 50 KHz. That's where the set's real selectivity is achieved, & sideband selection made, via passband tuning.

Linearity: you report 3 KHz. Is this a plus & minus or is it consistently 3 KHz off? If the latter, great, just adjust the tuning knob skirt.

Don't mess with the PT0's cores. They are soldered/epoxied onto the brass shaft. If you shaved off a bit of a core, you couldn't (I think) put the stuff back on in case it was a mistake! I assume use of wax means a mixture of powdered core material and wax...interesting. You'd need the right core material however, not just the usual ferrite parameters but the more obscure ones too, such as their temperature coefficients, very important in this application.

Offhand, I don't know what the clearance is inside the PT0 coil where the tuning core goes to see if wax would fit. But wax might melt too easily from firebottle radiations.

-John Sehring (08/03/96 9:32 am MT @Baker, Montana) UCC wb2eqg

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996

From: JOHN\_SEHRING.parti@ecunet.org

Subject: TRANSFORMER POWER RATINGS

Message-ID: <9608031315.aa13736@pcusa01.ecunet.org>

Here's another bit of info on power transformers.

In 21st edition of the Radio Handbook (Bill Orr, W6SAI, editor), page 23.22, Fig. 27 gives a nice chart showing transformer weight (less case and mounting hardware) vs. power capacity.

Separate curves given for commercial service, CW service, 'typical' IVS (means amateur SSB) service and maximum IVS.

Hey, get out the bathroom scale before building the next linear amp!

-John Sehring (08/03/96 9:50 am MT @Baker, Montana) UCC wb2eqg

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: kenc@smartdocs.com (Ken Corwin)  
Subject: Re TS-164/AR  
Message-ID: <199608030314.UAA10867@warp10.smartlink.net>

Dave,

Don Merz advised that the TS-164 is a shock mounted case that is used to mount a BC-221 in an airplane where it can draw power from a BC-348, or an ARC-5 receiver, or what have you. The 6.3-volt filaments of the three tubes in a BC-221 are wired in parallel and the B+ voltage required is somewhere in the vicinity of 135-volts dc.

If memory serves, the TS-164 has a small compartment in the back, behind the frequency meter compartment, where you will find (unless someone built an ac power supply in there) a voltage regulator tube and circuitry to drop the B+ from the powering receiver from about 200-250 volts to 150-volts; and provision to reduce the 14- or 28-volts from the aircraft's primary bus to a useable 6- or 7-volts.

Again, more than you ever wanted to know. Thanks, Don.

Ken Corwin (kenc@smartdocs.com) Santa Clarita, Calif.

From boatanchors@theporch.com Sat Aug 3 17:52:09 1996  
From: "Richard A. George" <wa6jox@rain.org>  
Subject: Tubes and tube caddy  
Message-ID: <Pine.SUN.3.94.960803111702.10408A-100000@coyote.rain.org>

I have one lot of tubes left from my dads estate that did not get picked up. There are approximatley 120 tubes, some new in boxes, some military surplus in boxes, metal tubes, minature 7 pin and 9 pin, nuvistors, xmit types and rec types, all are untested and come packed in a neat Motorola tube caddy. I'M open for best offer including UPS CONUSA shipping from zip 93030 only please. As always i would rather trade then sell outright. Please e-mail direct. thanks Dick K6KWQ

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: "Ray L. Mote" <rmote@rain.org>  
Subject: Wanted: QSL printer like old "Walter Ashe" cards  
Message-ID: <Pine.SUN.3.94.960802214658.12707B-100000@coyote.rain.org>

Does anyone make QSL cards like Walter Ashe used to do? If not, does

anyone have one of my old "K5FKT" cards from between 1960 and 1974?  
Since I just switched back to the old call (from W6RIC), I'd kinda like  
to do the QSL like that but don't have a sample handy! Managed to get  
extras printed in Hong Kong in 1963 when I was there in the Marines,  
but at least had a sample to work from at that time. Sure wish I'd  
kept at least one. :(

73.....Ray Mote, K5FKT <rmote@rain.org> Oxnard, CA

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: Al Klase <alklase@prolog.net>  
Subject: Re: WE 396A Tubes  
Message-ID: <199608030137.VAA29542@ns1.ptd.net>

At 04:21 PM 8/2/96 -0500, Al Fritsche wrote:

>

>Gang, got about 8 of the above Western Electric tubes, anybody know what they  
>cross to, if anything, or what their specs are.

>

This tube is an receiving (audio?) power pentode with a 6.3V 500mA  
quick-heat filament. AKA 5603. Could maybe come up with full specs if you  
need them.

73,  
Al  
Al Klase - N3FRQ  
alklase@prolog.net  
Flemington, NJ

From boatanchors@theporch.com Sat Aug 3 08:33:08 1996  
From: Steve Ellington <n4lq@iglou.com>  
Subject: WTB 75A-4 filters and manual  
Message-ID: <Pine.GS0.3.93.960803011957.2460A-100000@iglou>

Need 500hz and 1.8hz filters for 75A-4. Also would like to purchase a  
manual or copy thereof.

Need manual copy for 32V-3 too.

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky